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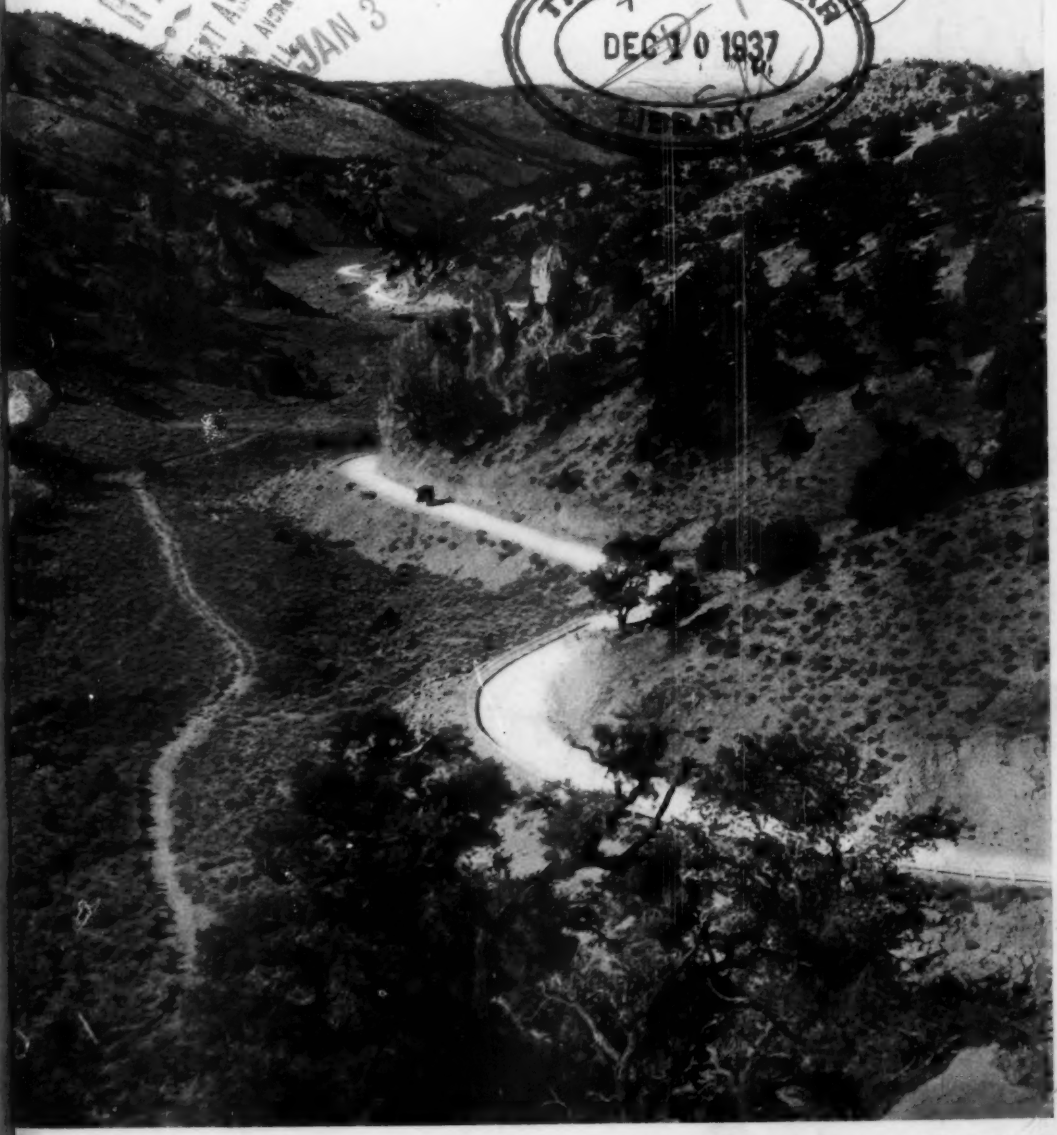

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JANUARY 1936

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NEVADA HIGHWAYS AND PARKS

OFFICIAL PUBLICATION OF THE
NEVADA STATE HIGHWAY DEPARTMENT
CARSON CITY, NEVADA

VOLUME I JANUARY, 1936 NUMBER 1

FOREWORD

In the belief that the publishing of this bulletin will serve a useful purpose in disseminating facts and news about Nevada's highways and parks, its abundant natural scenic places, and perhaps promote a wider knowledge of its mountains, deserts, and the real western, friendly spirit of its people, the Nevada Department of Highways has prepared, and offers to the public, this first issue.

MODERN HIGHWAYS UNIFY NEVADANS

THE rate of development and growth of a state or nation is most intimately associated with and dependent upon the character and extent of its systems of transportation.

Nowhere, perhaps, is this statement better exemplified than in the rapid growth and settlement of the West, and the unification of our American Nation as a direct concomitant of the completion of the first transcontinental railway. This may properly be termed the first milepost in the development of our national transportation. The second had its inception in the development of the automobile, with its consequent demand for and need of a system of highways. Because of the flexibility, speed and mobility of automobile transportation, it is safe to say that no other single factor has played a part of equal importance within recent years in the development of interstate commerce and wealth and in the shaping and molding of our national ideals, viewpoints, and standard of living.

With the purpose in view, therefore, of unifying more closely the people of Nevada, and developing the mining and agricultural industries of this State by providing a system of first-class highways, the Department of Highways was organized by legislative enactment in 1917. From a small beginning, the department has expanded until today it enjoys the distinction of being the largest and most active department in the State of Nevada. It is a State-wide organization, executing the major functions of supervision, engineering, construction, and maintenance, and giving employment at the present time to a personnel of approximately 500 men and women, exclusive of an additional estimated 900 construction employees employed on active highway projects. The rapid expansion in the highway organization is a direct result of the tremendous

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increase in construction activities; this, in turn, is a direct consequence of the large governmental appropriations made available to the various States for highway construction in an effort to relieve an existing national unemployment crisis. The first of these major appropriations, under the National Recovery Act, was made available to the department in July, 1933. Since this time, construction has been intensive up to and including the present calendar year of 1935. These funds were practically dissipated by July of this year, at which time the Works Program funds became available. The Works Program appropriations were passed by Congress at its last session. In his message to Congress, January 4, 1935, President Roosevelt stated in effect that this new program of emergency public employment should be governed by a number of practical principles, in that the work undertaken should be useful, afford permanent improvement, be of such a type as to employ a large percentage of direct labor, and be noncompetitive with private enterprise. The construction of highways, bridges, and grade crossing separation structures satisfies all these requirements, and in addition adds to the stability and wealth of the Nation.

Nevada's quota of Works Program funds amounts to approximately $3,000,000, of which amount approximately $1,000,000 is under agreement at this date of writing, and $400,000 additional will be let by December 13. It is assumed that the total amount of this appropriation must be under agreement at the end of June, 1936. Regular Federal Aid and Federal Land funds, allocated to Nevada for the fiscal year 1936, amount to an additional $2,000,000, of which amount approximately $900,000 is now under agreement. A grand total of approximately $5,000,000 available for the fiscal year 1936 indicates clearly the magnitude and activity of the work of this department in supervising and allocating the expenditure of this amount of money. A résumé of construction activities during the year 1936 is

[*Please turn to page six*]

Rounding a sharp curve on the Clear Creek Road in the Sierra Nevada Mountains leading from Carson City, Nevada, to Lake Tahoe. It is one continuous scenic drive of about fifteen miles. This road climbs nearly 2,000 feet in that distance and is packed with a thousand thrills. This section is a part of the Lincoln Highway, U. S. Route 50.

NEVADA MAKES SCENIC DESERT SAFE

IT is a long step from Nevada's unimproved highway system, at the inception of the Department of Highways in 1917, to its present status of over 2,400 miles of surfaced highways.

To Nevadans, who can remember that it was a lengthy adventure, punctuated with dust, jolts, blowouts, and laborious pumping, to traverse 50 miles of typical desert road in those days, it is hard to realize that the entire State may now be crossed swiftly and safely in the space of a few hours. Yet today the Victory Highway in Nevada is completely surfaced with oiled gravel or concrete from the California state line near Verdi to the Utah state line at Wendover. The Lincoln Highway from the California state line near Lakeside to the State line at Wendover lacks but a single small link of being completely oil surfaced; and the highway from Reno to Las Vegas is rapidly approaching completion to the same level.

Route 6, crossing the southeast corner of Nevada through Las Vegas and serving Boulder Dam, forms an integral part of U. S. Route 91 from Los Angeles to Salt Lake City, and is likewise completely oil surfaced. Interconnections between these main trunk lines have been and are being made to form a network between important points throughout the State, and connections to contiguous State highway routes at various strategic points are also being prosecuted. Such, briefly, is the picture of the State Highway System today.

The transition in the development of the highway system from unimproved roads to its present status was gradual until 1933, when highway construction was given a tremendous impetus through relatively large governmental National Recovery Appropriations made available to the States by Congress in an effort to relieve the existing acute unemployment situation.

Highway construction has, therefore, been at a high level of activity for the past three years, including the current calendar year 1935. Projects were financed almost entirely from National Recovery funds during the first half of this year. About July, however, the regular Federal Aid funds and the new Works Program Highway funds became available for primary and secondary highway construction and grade crossing elimination projects, and it is with these funds that all recent projects have been financed.

The magnitude of the actual construction work accomplished this year is perhaps best visualized by a summary or generalization. Thus, to date, 44 highway contracts have been awarded; 20 day-labor projects have been completed or are under construction; 47 highway projects have been completed; and 21 are still under construction. An inspection of the detailed statistical data shows that 613 miles of highway have been completed or are under construction at the present time. Of this total the major portion is located in Elko, Nye, Esmeralda, and Clark Counties, and the balance more or less uniformly distributed throughout the remaining counties. A segregation into construction mileage by types is as follows:

	Miles
Graded and drained	7
Gravel	157
Oiled gravel	289
Asphaltic surface	29
Composite surfacing	3
Oiling (only)	127
Total	613

It will be noted that most of the road construction for the year has been of oiled gravel type, as this presents a smooth, fast, dustless surface to travel, has good wearing qualities, and yet is not a highly expensive type of surface.

A detailed examination of the actual location of each project shows a nicely balanced diversification between projects located on the Federal Aid System, Federal Land System, secondary or feeder roads, and highways within municipalities. The bulk of the work, however, has naturally been on the Federal Aid or Primary System.

Of particular note is the graveling and oiling and reconstruction work done on the Reno-Las Vegas highway. It is now almost completely oil surfaced throughout its entire length.

In Elko County, oiling was recently

An overpass structure in the desert country of east central Nevada. These, with the highly improved modern roads throughout the State, rob the desert of its dangers, and reveal the scenic grandeur symbolic of great distances and peaceful solitude.

completed on the entire 67-mile highway from Wells to the Nevada - Idaho state line. This interconnection with the highway system in Idaho is proving a valuable stimulus to interstate commerce.

Two other interconnections of note which have been made this year are from Minden south to the state line, and from a junction with Route 5 in Nye County to Death Valley Junction in California.

Of particular interest to western Nevadans is the completion of a graveled and graded highway from Reno to Pyramid Lake, thus providing rapid and easy access to this unique and interesting desert lake.

Thus far, no mention has been made of those vastly important connecting links in the highway system — bridges and grade separation structures. A summary of the year's work shows the construction of seven timber bridges, two reinforced concrete girder bridges, two bridge widening projects, and five reinforced concrete boxes of over 20-foot clear span. In addition, plans and designs of the new proposed bridge across the Humboldt River in Winnemucca are about complete. The design is a splendid combination of architectural beauty and structural strength.

Of major importance from the standpoint of eliminating railway automobile accidents and of expediting traffic, is the construction of highway - railroad grade separation structures, both overpass and underpass. During the year, contracts have been let for three overpass structures located at Wendover, Deeth, and Dunphy; and two contracts for the widening of existing underpass structures at Winnemucca and Fernley have also been let. Though numerically small, this year's grade separation program far transcends any previous yearly program.

Construction activities for 1935 are replete with progress towards that ultimate objective—the ideal highway system.

SOME NEVADA FACTS

Nevada has an area of 110,690 square miles. That is more than the combined areas of New York, New Jersey, New Hampshire, and Ohio. The State is sixth largest in the United States.

Reno, Nevada, in the western part of the State, is more than 50 miles farther west than the city of Los Angeles. To travel to the City of the Angels from Reno, one must drive southeastward.

The largest black opal in the world, with a value placed at $200,000, was found in northwestern Nevada.

Nevada's extreme southeast, in the Colorado River Basin, produces a large variety of tropical fruits.

FEDERAL AID AUGMENTS PERSONNEL

THE Nevada State Highway Department has increased the personnel working directly under the supervision of the headquarters office at Carson City, and the various division offices, by approximately 150 employees during the past six months. This was made necessary through increased Government participation in road building, and a general adjustment of department units.

An administration chart recently compiled in the headquarters offices discloses that there are approximately ten separate units in the central organization. This includes the general office staff, the auditing, engineering and designing, landscaping, bridge, statistical, planning, field advisory and blueprint departments, and the testing laboratory.

There are at present twenty-five active engineering survey units in the field. These parties are assigned on the various contracts and on projects which are now under construction, and which demand the presence of an experienced and qualified professional engineering staff. An appreciable number of the men who are now connected with the field survey crews have had previous engineering experience, and in many instances are former students and graduates of the University of Nevada. It is common knowledge among the various contractors that Nevada State Highway field engineers are the most thorough and exacting group of men they have had occasion to deal with.

The various division offices, which are located at Reno, Las Vegas, Elko, Ely, and Tonopah, are supervised by division engineers who are directly responsible for all activities and developments in their particular region. Each division has its equipment and repair shop, which is supervised by experienced mechanics.

The general maintenance foreman of each division is required to oversee all maintenance and highway repair work on the various routes, both State and national, embraced by his division. Each foreman has sufficient men under him to assure the proper upkeep of the roads. Among these are included patrolmen or sub-foremen, truck drivers, and laborers.

As indicated above, the engineers located at the various division headquarters are responsible for the supervision of not only the extensive maintenance operations, but also exercise authority over the resident

A typical Nevada underpass structure. The scene is along the Arrowhead Trail in southeastern part of the State, a highly improved road leading to Las Vegas and Boulder Dam, and the rugged, thrilling scenic country along the Colorado River.

A stretch of Highway No. 40 entering Nevada from the west. For more than 400 miles one may travel over this highway—and this is a typical section—in safety and comfort, and enjoy some of the finest mountain and desert scenery in the world.

engineers who are stationed in their divisions.

The departments located at the headquarters office are continually in contact with these divisional groups, and they cooperate to the fullest extent in submitting information or material on the following: plans and specifications, tests of required materials, personnel directions, planning, authorizations, pay roll records, and general administrative matters.

The main purpose of the organization has been to effect a general plan whereby all of the departments would be interdependent, and in this manner develop a unity of action.

PYRAMID LAKE

Pyramid Lake, largest fresh-water lake west of the Rocky Mountains, lies in the desert thirty-five miles northeast of Reno, about an hour's drive over a recently improved highway. Trout of unusual size in its waters provide plenty of fight for the sportsman. The lake is a remnant of a much larger prehistoric body of water known as Lahontan Lake.

NEVADA'S MODERN ROADS

[*Continued from page two*]

discussed in an article under that title in this issue.

In connection with this high level of construction activity, it is interesting to note that employment of persons from the State relief rolls on Works Program Projects has increased from approximately 30 in September to 430 during the latter part of November, and it is believed that all available relief-roll labor will be employed on highway projects within the near future.

It should be of further interest to note here a few of the numerous changes and innovations made this year by the present highway administration in accordance with its progressive policies and objective of increased efficiency throughout the organization. The personnel itself has been changed somewhat, and increased to carry on the work of the large program. A survey of the present personnel will disclose a considerable number of university graduates and former students, both men and women, occupying positions of responsibility. Nevada graduates should be encouraged to help build up the State to which

U. S. Highway No. 40 striking east along the Elko County line in east central Nevada. Desert, mountain and highway are prepared to resist the approaching storm, but the sagebrush will welcome the moisture, and later fill the air with its pungent odor.

they owe so much, and we feel that their employment by this department will be of mutual benefit.

Departmental changes in the Carson City office include the expansion of the bridge department to carry on the increased work incident to the large grade crossing elimination program; the creation of a statistical department to compile, classify and check the data in connection with labor and labor pay rolls of highway projects; and the creation of State-wide highway planning board, whose principal function is to survey, analyze, and report on the eligibility of secondary and "farm-to-market" roads for future improvement. Innovations and changes in office procedure and supervision include the forwarding of regular construction and maintenance reports to the Carson City office, as a means of more closely coordinating the field and office forces. In addition, maintenance and accounting manuals are being prepared—the former delineating the duties and requirements of maintenance forces, and the latter standardizing accounting practice in all highway offices throughout the State.

A close check on each regular employee of the department is now possible as a result of the new organization or personnel chart recently constructed, which shows at a glance the status and location of each employee.

A further and much needed improvement in the Carson City office is the projected new illuminating system. This will particularly benefit the drafting division.

Plans are completed and bids are being solicited for the construction of a new testing and materials research laboratory to be located in the rear of the Carson City office. This new service will be of immense value to the State in its road-building program.

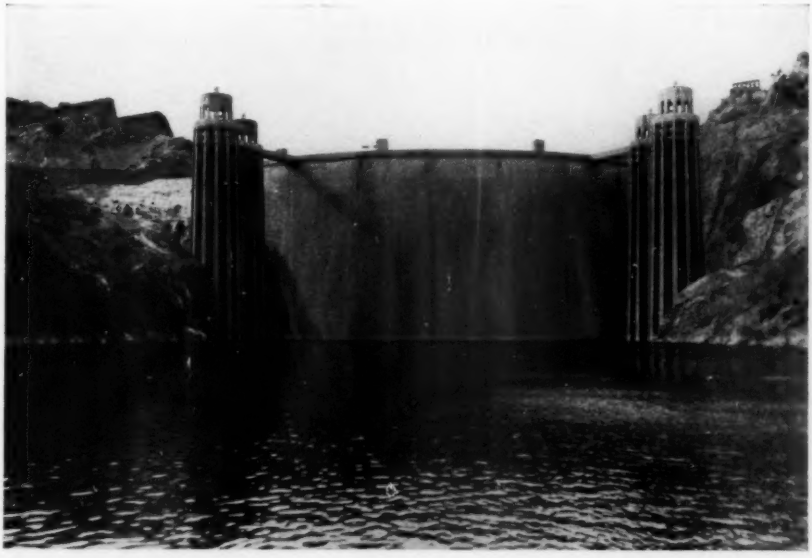
OUR COVER PICTURE

Is a scene on Lincoln Highway, U. S. Route 50, and known as Carroll Summit. It shows a typical section of this modernized highway, and is located between Fallon and Austin in central Nevada. Fallon is the center of a rich agricultural region, while Austin is noted for its mines.

Nevada's sun has melted and cleared an early winter snow from this Highway No. 50, as seen six miles west of Ely in the eastern part of the State. In low places deep drifting takes place. To protect the highways, long lines of snow fences are used.

Boulder Canyon, through which the turbulent Colorado River has washed and worn through ages, boring its way to the sea. Man, now, for the first time, has flung an obstacle across the river's path and harnessed the ceaseless, restless energy for humanity's sake.

The mountains in east central Nevada have received their first mantle of the winter snows. This road, Highway No. 40, and also its companion way, Highway No. 50, farther south, are kept clear for all traffic during the whole winter season.



Ol' Man Colorado River must be amazed at the impudence of humans in throwing Boulder Dam across his pathway. A wall of concrete, 726 feet high, has blocked the river for the first time. This very recent picture shows the dam in its almost completed stage.

SURVEY GIVES FEEDER ROAD DATA

WHEN Nevada completes its highway system and safety planning survey, the archives in the State Highway Department, at Carson City, will contain the most comprehensive and detailed report concerning those subjects ever compiled by the State. The work, now progressing, is being carried out by the Planning Department, under the State's allotment of the $200,000,000 apportioned by the Federal Government for highway projects under the Emergency Relief Appropriation. Proceeding under the broad guidance of the Bureau of Public Roads of the United States Department of Agriculture, a sum approximating $75,000 is available to the State for carrying on the survey.

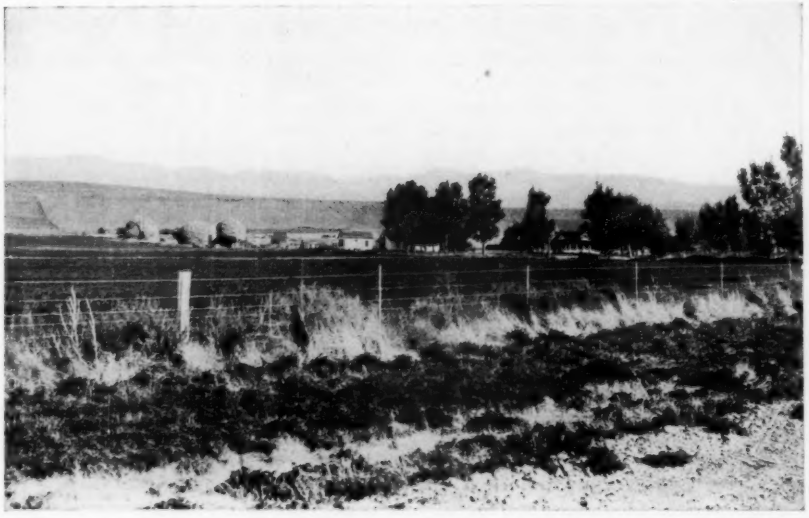
The program will involve a physical inventory of all State and county roads; a detailed traffic count, and a fiscal study of the entire road system of the State.

This State-wide survey, several districts of which are in the course of completion, includes road and bridge inventories, determination of type and condition of roads, location and course of mail and school bus routes. Further it embraces the study of common carrier truck routes, location and condition of marginal and submarginal lands, location of ranch homes, schools and churches, and density of population of each district.

Traffic checks at 500 strategic points in the various sections and on different roads at differing times are taken. Twenty-four hour tabulations are made. The flow of traffic is thus determined; the ownership and number of cars of all types located in the section counted and the origin and destination of all cars, trucks, busses, or passenger cars obtained and recorded for future reference. When all this information has been compiled and studied it will be coordinated, then plotted on maps, in various colors, and used as material for future determination of the feasibility and need of feeder roads to the more important highways.

It is also planned to take surveys of daily operation on all railways intersecting

Nevada roads similar to the one pictured above, in Soldier Creek Canyon, Ruby Mountains, Elko County, will derive benefit through Emergency Relief funds. Such roads give to the ranchers, in their semi-isolated districts, outlets to carry farm products to market.



Ranches of the type shown in the above picture, located in fertile valleys of Nevada, produce abundantly, have scenic surroundings, and the ranchers enjoy a moderate climate and a contentment comparable to any rural section in the Nation.

highways at grade; the daily train operations and volume of freight and passenger movement on all railroad branches.

To obtain facts concerning the subject of industrial and agricultural production moved over highways of the State, a careful check will be conducted to determine by location and character all of the industrial and agricultural freight moving over the State's roads as well as the agricultural production from the source to the ultimate markets.

Another subject of great importance to be studied includes the determination of past incidence and amount of highway taxation, and the necessary and proper changes in the existing tax policies.

From the results obtained the amount and source of all revenues available for road purposes, collected and disbursed, will be a matter of detailed and tabulated records.

Another phase consists in the study of the relative amounts of revenue collected from the urban and rural taxpayers, and the relative burden of such payments in respect to the wealth, income and road usage of the two groups.

The broad objectives of the survey are to provide material to aid in selecting an integrated highway system to include all roads to be improved in the next twenty years. Data obtained would give a record of the present state and condition of all parts of the road mileage in respect to traffic servicability.

It would furthermore provide the means of planning highway operations of a considerable future period and indicate the sources from which necessary funds might be obtained, properly related to the benefits conferred.

The survey in Nevada is under the direction of the State Highway Department, which has assigned a staff of assistants to carry on the work of checking traffic, compiling results in tabular form and plotting the records on charts and maps.

Truckee Meadows section has been surveyed and the work in and around the Reno section is almost complete. The Carson River district is partly completed while the Fallon-Stillwater section is now under study and good progress maintained. The entire survey will probably require several years to finish.

STATE HIGHWAY PROGRAM OUTLINED

THE Emergency Relief Appropriation Act of 1935 authorized the allocation of $400,000,000 for construction of highways and the elimination of grade crossings; $200,000,000 was appropriated for highway construction, and $200,000,000 for elimination of railroad grade crossings.

The allotment to the State of Nevada for highway construction amounted to $2,243,074, and for elimination of railroad grade crossings, $887,260.

The rules and regulations for carrying out the provisions of the emergency relief appropriation relating to the construction of public highways and the elimination of grade crossings were promulgated by the Secretary of Agriculture and the Works Progress Administration on July 8, and approved by the President July 12, 1935.

The regulations pertaining to highways provide that not less than 25 percent of the appropriation shall be applied to secondary or feeder road projects, first classification, which are defined as roads outside of municipalities and metropolitan areas, which are not included in the Federal Aid or State Highway Systems, and not less than 25 percent of such funds shall be applied to projects within municipalities or metropolitan areas located on the Federal Aid Highway System or extensions thereof, or on roads or streets within municipalities or metropolitan areas which are not included in the Federal Aid Highway System. The remaining percentage may be applied to projects on the Federal Aid Highway System or to secondary or feeder road projects, of second classification, located on the State Highway System, but not included in the Federal Aid Highway System.

The regulations applying to grade crossing projects provide that projects shall be programmed in such a manner that an equitable distribution is made to each of the major railroads operating within the State. In other words, the amount allotted to each individually operated railroad shall have approximately the same relation to the total apportionment to the State as the mileage of railroad owned or operated by such railroad bears to the total mileage of railroads owned or operated in the State.

Programs have been prepared and forwarded to the Bureau of Public Roads covering both highway and grade crossing projects, absorbing the entire appropriation.

Sixty percent of the Works Program Highway Projects and 40 percent of the Works Program Grade Crossing Projects are under contract, and it is contemplated that all projects shortly will be under way.

WORKS PROGRAM HIGHWAY PROJECTS

Projects on Federal Aid System Outside Municipalities and Metropolitan Areas

County	*Location*	*Length in miles*	*Total estimated cost*
	ROADSIDE BEAUTIFICATION		
Washoe	Reno to Purdy	14.72	$17,300.00
	Vista to Hafed	5.25	7,000.00
	Hafed to Clark	8.32	10,000.00
Ormsby	Lakeview to Carson City	3.44	4,000.00
	Moundhouse to Carson City	5.66	5,000.00
	RETAINING WALL		
Washoe	Reno to Lawton	0.16	47,000.00
	West State line to two miles east of Verdi	0.10	30,000.00
	GRADE ONLY		
Washoe-Storey	Geiger Grade	7.45	299,000.00
	LINE SHIFT WIDENING		
Mineral	Walker Lake—Dutch Creek to ten miles east	0.50	25,000.00
	GRADE AND GRAVEL		
Elko	Realignment to connect with Wells Overpass	0.75	20,000.00

Secondary Projects Outside Municipalities and Metropolitan Areas and Not Included in the State or Federal Aid Systems, First Classification Secondaries

County	*Location*	*Length in miles*	*Total estimated cost*
	GRADE AND GRAVEL		
Pershing	Lovelock to five miles south	5.00	$60,000.00
Douglas	Gardnerville to Centerville	3.90	80,000.00
Churchill	Fallon north to Old River section	7.00	100,000.00
Washoe	Peckham Lane	2.00	20,000.00
	GRADE, GRAVEL AND BRIDGE		
Douglas	Junction of State route to Genoa	3.67	90,000.00
Churchill	Fallon to Stillwater	9.40	154,128.00

Projects Within Municipalities and Metropolitan Areas

	GRADE, GRAVEL, CURBS AND GUTTERS		
Lyon	City of Yerington	0.90	$47,000.00
Humboldt	City of Winnemucca	0.04	15,000.00
Clark	City of Las Vegas, from Fifth Street via Main Street to Garces	1.00	50,000.00
	City of Las Vegas, from Stewart via Fifth Street to U. S. 91	1.50	50,000.00
White Pine	City of Ely, Mill Street, U. S. 50 to State Route No. 4	0.80	50,000.00
	ROADSIDE BEAUTIFICATION, AND GRADE AND GRAVEL		
Ormsby	Carson City to Lone Mountain Cemetery	0.40	10,000.00
	GRADE AND GRAVEL		
Ormsby	Carson City to State Prison	1.52	25,000.00
Washoe	Boeing Airport Road	1.50	20,000.00
	Sparks to junction with Pyramid Lake road	2.00	25,000.00
	GRADE, CURBS AND GUTTERS, OIL SURFACE		
Washoe	North Reno city limits to junction Route 9, extension Sierra Street	0.50	10,000.00
	GRADE, GRAVEL, OIL		
Ormsby	Carson City, one block on Mountain Street	0.07	2,000.00
Pershing	City of Lovelock, Dartmouth Avenue	0.75	15,000.00
	BRIDGE OVER HUMBOLDT RIVER AND APPROACHES		
Elko	City of Elko	1.00	45,000.00
	BRIDGE OVER TRUCKEE RIVER		
Washoe	Lake Street in City of Reno		48,000.00
Washoe	Sierra Street in City of Reno		48,000.00
	PAVE AND CONSTRUCT CURBS AND GUTTERS		
Washoe	City of Reno, Sierra, Plumas, Second, Crampton, Mill, and Mt. Rose Streets	2.40	104,000.00

Projects Outside Municipalities and Metropolitan Areas, But Not Included in Federal Aid System, Second Classification Secondaries

GRADE AND GRAVEL

County	*Location*	*Length in miles*	*Total estimated cost*
Nye	Tonopah to three miles east	3.00	$57,000.00
Storey-Lyon	Silver City to Virginia City	5.20	160,000.00
White Pine	Preston to Lund	5.38	80,000.00
Clark	Railroad Pass toward Searchlight	10.00	100,000.00
Elko	Fifteen miles north of Elko to Dinner station	8.16	120,000.00
Esmeralda	Silver Peak to Blair Junction	20.00	100,000.00
White Pine	East of Fort Connors Pass toward Baker	10.00	60,000.00
State-Wide Planning Survey			33,646.00
Total Works Program Highway Projects			$2,243,074.00

WORKS PROGRAM GRADE CROSSING PROJECTS

Projects on Federal Aid System Outside Municipalities

OVERHEAD GRADE SEPARATION

County	*Location*	*Total estimated cost*
Elko	Western Pacific Railroad at Wendover	$57,804.50
	Western Pacific Railroad at Deeth	62,538.38
Eureka	Western Pacific Railroad at Dunphy	99,416.51

UNDERPASS GRADE SEPARATION

Lyon	Southern Pacific Railroad at Fernley	40,669.00

Projects Within Municipalities on Federal Aid System

UNDERPASS GRADE SEPARATION

Humboldt	Southern Pacific Railroad at Winnemucca	$45,667.77

OVERPASS GRADE SEPARATION

Humboldt	Western Pacific Railroad at Winnemucca	150,000.00

WIG-WAG SAFETY DEVICE

White Pine	Nevada Northern Railway in Ely	2,500.00
	Nevada Northern Railway in East Ely	2,500.00

Projects Within Municipalities Not on Federal Aid System

UNDERPASS GRADE SEPARATION

Clark	Los Angeles and Salt Lake Railroad in Las Vegas	$150,000.00

Projects Within Municipalities Not on Federal Aid or State Highway System

UNDERPASS GRADE SEPARATION

Washoe	Southern Pacific Railroad in Reno	$152,855.84

Projects Within Metropolitan Areas But Not on Federal Aid or State Highway System

UNDERPASS GRADE SEPARATION

Washoe	Southern Pacific Railroad on Second Street in Reno	$110,000.00
State-Wide Planning Survey		13,308.00
Total Grade Crossing Program		$887,260.00

GOOD ROADS AID HUMAN PROGRESS

THE desire for good roads and highways is not a new one. As soon as man discovered the wheel and its possibilities, immediately he yearned for good roads, and, step by step, secured them.

As civilization of the race progressed, man, with the newly found method of transportation, saw the necessity of changing conditions to suit the new discovery. He realized the value of a better path for his wheel. That was really the birth of the good roads movement.

Little, however, is recorded in history concerning the early phases of development of the forerunners of our modern motor cars.

Historical records do reveal that as early as 2000 B. C. the streets of Babylon were paved, but the methods used have been lost in antiquity.

The Romans, under Caesar, never heard of gasoline-powered rock crushers; the Egyptians, of old, wasted much energy because they had no motor trucks to haul stones to their pyramids; and the Babylonians lacked concrete mixers. Yet history, strange as it may seem, recites the fact that the Romans stone paved their highways in such substantial manner they have withstood the wear of centuries and are found to have been the most solid road structures in any age.

History further speaks of a magnificent Egyptian road, built to assist in the construction of one of the world's great wonders—the Pyramid of Cheops.

The world is still puzzled to know how the ancients moved the immense stone slabs to the site of these great tombs, then piled them, tier on tier, to dizzy heights, marking the final resting places of their notable leaders.

Farther down the corridors of history, in America during pre-Revolutionary days, Indian trails provided the only means of travel for many years.

Still roamin' the highways of Nevada, but in rapidly decreasing numbers. The State's highway system now provides high-gear roadways in all sections, which invite the traveler to thrill with the sight of far-flung mountain and desert scenes.

It is traditional lore that many of the streets of modern Boston were originally cow paths. Gradually the cow paths were improved and developed into post roads, streets, and highways. To this day the wanderings of the cows of Continental times are still to be noted in some of the tortuous street courses of New England's metropolis — with the difference they are now paved. That early desire brought good roads, and today the roads all over New England prove a delight to the traveler.

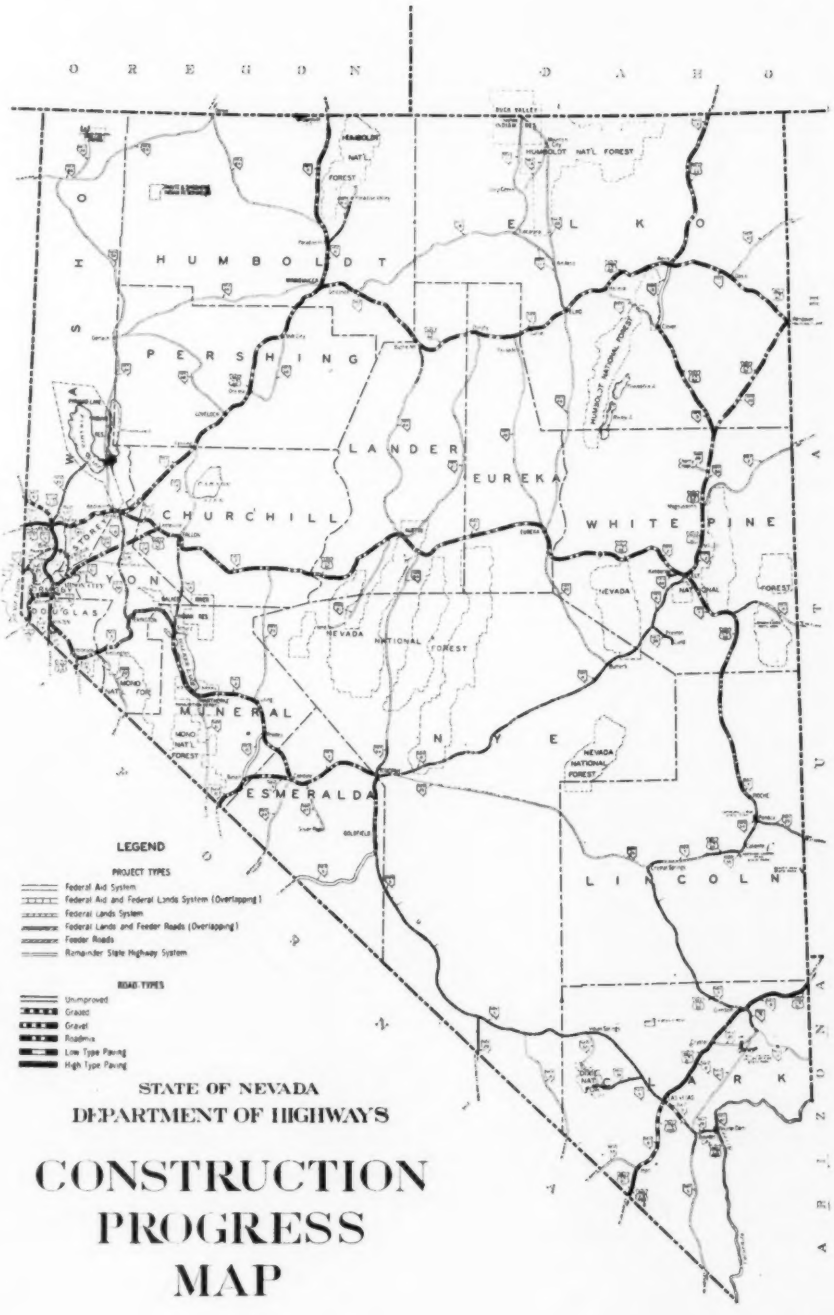
As the population moved inland from the Atlantic seaboard the Indian trails leading westward were widened for the use of ox-drawn and horse-drawn wagons. They could scarcely be called roads for they long remained in an intolerable condition. Rains and melting snows produced quagmires through which even the ox-drawn carts found difficulty in passing. A ten-mile journey, in those days, in the ruts and through the mud, was indeed a strenuous task.

Necessity thus brought about the construction of a new type of road. By felling trees, dragging them to and placing them across the muddy pathways, then allowing the timber to settle and sink in the mud, the Nation's pioneers produced a "corduroy" road. This method eliminated the ruts and deep mud, but produced a bumpy road surface. It was an improvement over the old type of road and was used in many sections of the East for many years.

The first attempt to build a highway of any considerable distance was made in 1806 when Congress appropriated funds and began building the National Pike or Cumberland Road. This stretch of highway ran from Washington, D. C., to St. Louis, Mo., a distance of 800 miles, and cost the Government $7,000,000. It was indeed a lasting achievement. In our own day it forms the eastern section of Transcontinental Highway No. 40, the northern route across Nevada.

There is, however, a vast difference between the old Cumberland Road and Highway No. 40. The desire for better roads has brought about this and many other changes.

Tunnel through Cave Rock along the Lake Tahoe, Nevada, shore drive, Lincoln Highway. Tahoe, surrounded by the high Sierras, at an elevation of 6,200 feet, has been declared one of the most beautiful lakes in the world. Tahoe is also reached via Victory Highway.



STATE OF NEVADA
DEPARTMENT OF HIGHWAYS

CONSTRUCTION PROGRESS MAP

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